

## **ABSTRACT**

### **URBAN TRANSFORMATION OF THE PLAÇA CERDÀ'S SECTOR. EVOLUTION AS AN AREA OF NEW CENTRALITY. MUNICIPAL SOLIDARITY AMONG BARCELONA I HOSPITALET FOR THE BIG EQUIPMENT: FIRA-2, JUDICIAL CITY, SHOPPING CENTERS, OFFICES...**

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The sector of Plaça Cerdà, belonging to the towns of Barcelona and Hospitalet, it has suffered important changes in the last years and at present evolves widely. It was chosen as an Area of New Centrality for Barcelona, and they have existed and there are numerous performances for giving him this centrality. At present projects of supramunicipal importance are being developed, how they are the new Judicial City or the enlargement of the Fira-2 Montjuïc-L'Hospitalet. The choice of this sector for placing this new big equipment has been a consequence of the renewal that has suffered all the sector in the last years: new construction of the post placing a new more urban roundabout, changes in the ways of the environment, suppression of ancient factories for placing new buildings of houses and offices... Moreover, everything consequence of the new centrality that it is wanted to achieve in the zone.

The object of this dissertation is to study the urbanistic evolution of the Plaça Cerdà and its environment., and how to analyze it is being achieved to give new centrality in the area. This evolution will be studied from different points of view: accessibility in private vehicle and in public transport, evolution of the urbanistic standards, construction of new equipment, great performances in the ways and sectors of its environment... The analysis will be made from a critical perspective: studying if the solutions have been the most suitable and proposing alternatives.

The concrete study of the environment Plaça Cerdà can not be approached without considering the global environment in which it feels placed, that is, the city of Barcelona and its urban planning. Because of that, a global study of the evolution of the urban planning will be made in the last years and people will speak from the current state about the same one.

In the concrete case of the Plaça Cerdà, the study of the urbanistic standards will allow to have an idea about the real evolution of the zone in the last years, and it will be able to be compared with the forecasts portrayed to the project of Areas of New Centrality. Also a study of the traffic will be made in the zone, for seeing if the projected ways will be sufficient for giving service to the big one he demands that they will bring about the new equipment. Together with this study, an analysis of the public transport of the zone, formed at present by an extense net of buses and for the Ferrocarrils de la Generalitat de Catalunya, will be made. These communications will be broadened with the new line 9 of underground, which winning connectivity in the zone with other neighborhoods of Barcelona and with the airport will make undoubtedly.

The current state of the residences, trades, offices and equipment, will be studied and the expectations future. Will be seen as the towns of Barcelona and Hospitalet they have coordinated all the performances in the different areas, since they have a common interest in the development of the zone. Barcelona has an a lot congested center and an excessive pressure on the Eixample; it interests to have new peripheral areas that can attract activity. The Gran Via L'Hospitalet wants to develop a new Avenue of more urban character and with a strong tertiary activity; because of that it is necessary to renew everything the about the Gran Via, which is an urban highway right now.

The present dissertation will serve to us for knowing exhaustively the evolution of the post and its environment in the last years, and seeing its state current. The same study could also apply to other zones of Barcelona or Hospitalet, for being able to compare them. Moreover, the conclusions will be able being applicable or comparable to the other Areas of New Centrality of Barcelona.